



Request for City Council Committee Action From the Department of Public Works

Date: December 2, 2003
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: I-35W/Trunk Highway 62 Commons Area

Recommendation:

1. Receive and File – Update by the Minnesota Department of Transportation (Mn/DOT) and the SRF Consulting Group on the status of the I-35W/Trunk Highway 62 Commons Area project.

Previous Directives:

- May 1, 1997 – Approving Minnesota Department of Transportation's layout for I-35W from the south city limits to 42nd Street, subject to certain conditions.

Prepared by: Paul W. Ogren; Asst. Dir. of Public Works/Dir. of Engineering Services

Approved by:


Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Paul W. Ogren, MnDOT representatives, and Members of the SRF Consulting Group

Financial Impact (Check those that apply)

☒ No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

- ☐ Action requires an appropriation increase to the Capital Budget
☐ Action requires an appropriation increase to the Operating Budget
☐ Action provides increased revenue for appropriation increase
☐ Action requires use of contingency or reserves
☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

Extensive design and environmental studies of the I-35W corridor have been ongoing over the past decade. In 2001, plans to rebuild a segment of that corridor -- the I-35W/TH 62 Crosstown Commons Area -- were ready for construction. Both Minneapolis and Richfield had provided Municipal Consent for this project. However, as a result of strong public opposition to long term construction closures and the lack of additional capacity, the state legislature intervened to defer the project. After additional study by Mn/DOT and their consultant, a revised concept was

presented in early 2002, which addressed the legislature's concerns. Mn/DOT has retained SRF Consulting Group to refine that concept, prepare environmental documentation, and develop final design and construction plans.

The design concept for the I-35W/TH 62 Commons Area has been refined with input from Minneapolis, Richfield, Federal Highway Administration, Hennepin County and several other jurisdictions. Mn/DOT intends to submit the layout and other documentation to Minneapolis and Richfield for Municipal Consent by January 19, 2004. The submittal of the Municipal Consent package will trigger a review period that extends approximately five to six months, culminating in a decision on Municipal Consent by June 19, 2004. An appeals process is also set forth in state law.

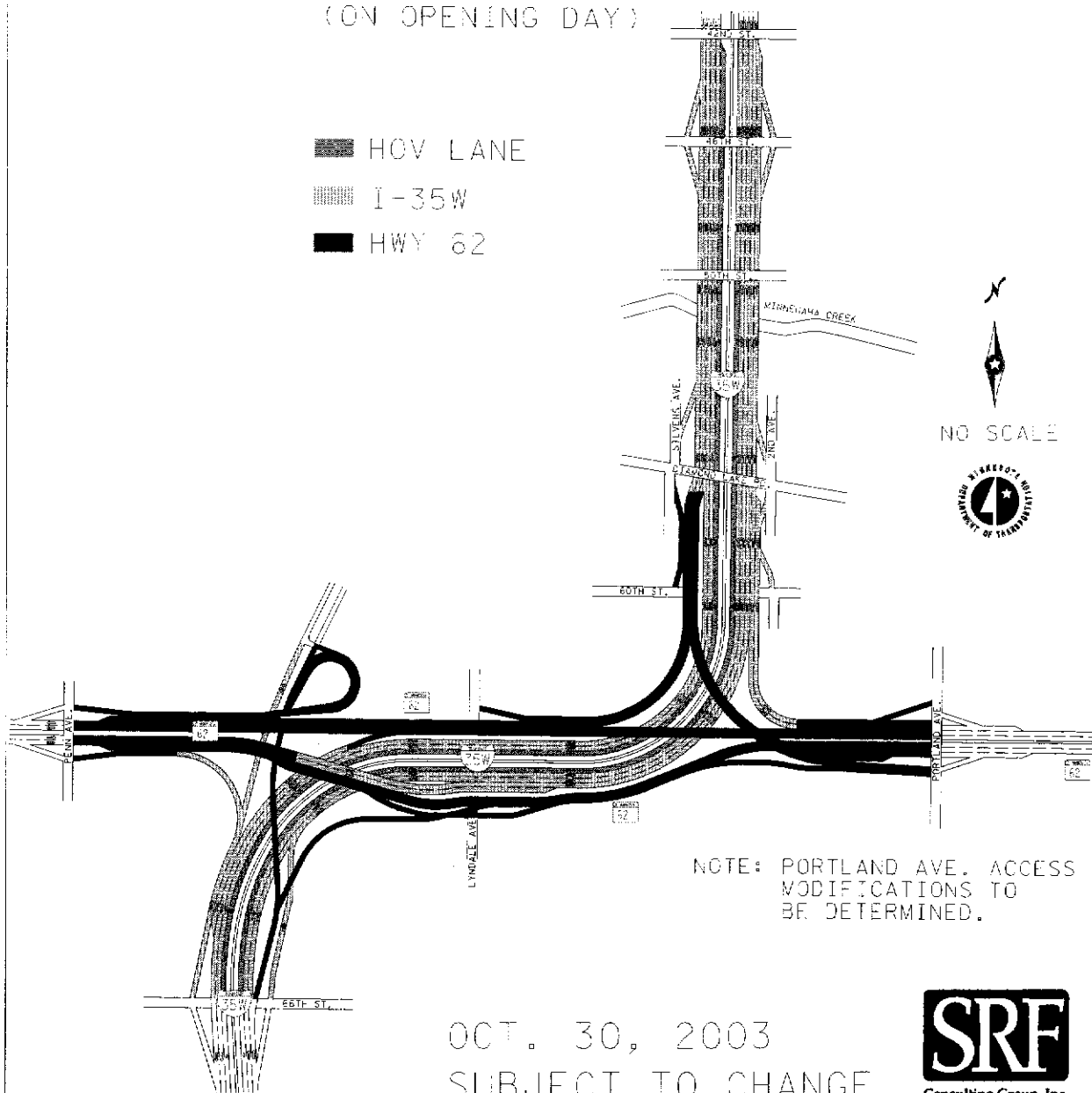
Representatives of MnDOT and the SRF Consulting Group are here today to update the committee on the status of this project. Before submittal of the Municipal Consent package to Minneapolis and Richfield in January, Mn/DOT will attend neighborhood meetings and continue to work with staff on technical details as requested.

Attachment: Crosstown Commons Design Evolution (Summer 2003)

Attachment : I-35W/Hwy 62 Crosstown Commons 2002 Concept Refined to Show 2-lane Connections (October 30, 2003)

I-35W/ HWY 62 CROSSTOWN COMMONS
 2002 CONCEPT REFINED
 TO SHOW 2-LANE CONNECTIONS
 (ON OPENING DAY)

HOV LANE
 I-35W
 HWY 62



NOTE: PORTLAND AVE. ACCESS
 MODIFICATIONS TO
 BE DETERMINED.

OCT. 30, 2003
 SUBJECT TO CHANGE

SRF
 Consulting Group, Inc.

Crosstown Commons Design Evolution

Existing Conditions (pre-1995)

- Construction completed in mid-1960s
- I-35W is a 6-Lane facility (8 lanes north of 46th St)
- Highway 62 is a 4-lane facility
- Hwy. 62 and I-35W are intertwined in the Crosstown Commons
- As the roadway ages, pavement and bridges require frequent repairs

Final EIS Preferred Alternative (1995)

- Project Limits: Downtown Minneapolis to Burnsville
- I-35W would vary from 6 to 8 lanes; Hwy. 62 would be 4 lanes
- I-35W and Hwy 62 would run parallel through the Crosstown Commons area
- LRT would run in the Crosstown Commons median
- 233 properties (429 dwelling units) would be acquired
- Two-way frontage roads would provide access

Deferred Project (2001)

- Project Limits: 35W from 66th to 42nd (Phased); Hwy 62 from Hwy 121 to Portland
- I-35W would vary from 6 lanes to 8 lanes; Hwy. 62 would vary from 2 to 4 lanes
- I-35W and Hwy. 62 would be separated through the Crosstown Commons
- Minimal frontage road construction
- Right-of-way impacts limited to 8 properties
- 2- to 4-year closure of Hwy. 62 required to facilitate construction

2002 Concept

- Project Limits: 35W from 66th to 42nd; Hwy 62 from Penn to Portland
- I-35W would vary from 6 lanes to 10 lanes; Hwy. 62 would be 4 lanes
- I-35W and Hwy. 62 would be separated through the Crosstown Commons
- Plan responded to State Legislature mandates with input from communities
- Existing access to local streets would be maintained
- 12-20 properties identified for acquisition (in addition to the 8 acquired to build the Deferred Project)
- Hwy. 62 would remain open to traffic during construction

Refined Concept (2003)

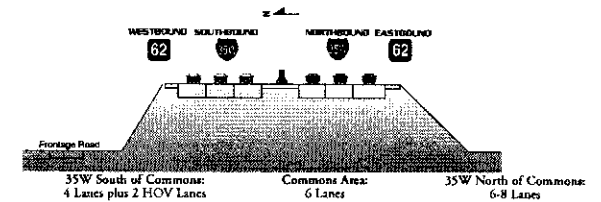
- Project Limits: 35W from 66th to 42nd; Hwy 62 from Penn to Portland
- Plan being developed to refine the 2002 concept and carry it forward to construction
- 12-20 properties identified for acquisition (in addition to the 8 acquired to build the Deferred Project)

As of 2003, the Crosstown Commons area is a complex of highways, including I-35W and Hwy 62.

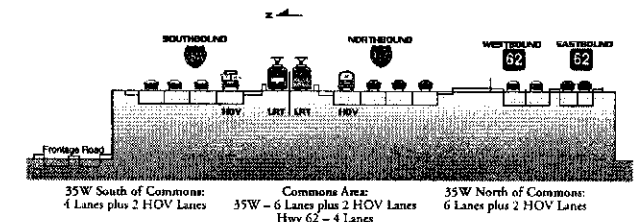
Construction of the new highway corridor would require the acquisition of properties and the right-of-way of existing roads.

The project plan for the new highway corridor would require the acquisition of properties and the right-of-way of existing roads.

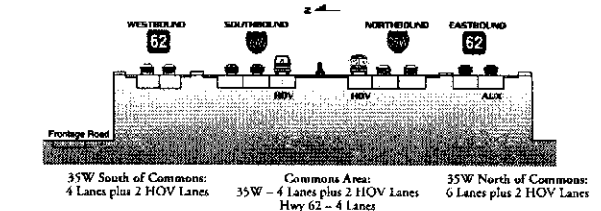
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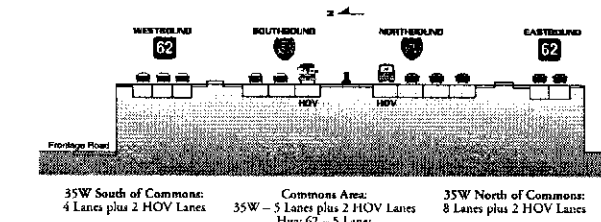
Existing Conditions on the Crosstown Commons



Final EIS Preferred Alternative (1995)



Deferred Project (2001)



2002 Concept

Note: Cross sections shown above represent typical continuous through lanes on each highway route through the Crosstown Commons area.



I-35W & HWY 62
Crosstown Commons Reconstruction
Keeping it Working. While Making it Better